

system is proof against the mistakes which men may make. It was human error that brought about the terrible disaster near Melbourne. According to the rules under which the block system is managed, a clear section must always intervene between two trains upon the same line of rails. The express which ran into the ordinary train ought not to have been allowed to leave Prahran until a telegram had been received announcing the departure of the ordinary train from Windsor. The Prahran officials assert that they received a "line clear" message from Windsor, informing them that the ordinary train had left, while those in charge of the latter station declare that no such message was sent. There is a conflict of testimony here, but from the telegram we publish elsewhere it is plain enough that the fault lies with Prahran. A terrible blunder was committed, which led up to a disaster unparalleled in the railway history of Australia.

But because the blunder was made, did it necessarily follow that an accident must take place? It would seem not. The block system had broken down, but vigilance on the part of engine-drivers and guards might have averted disaster. When the ordinary train was pulled up by the failure of the Westinghouse brake within a few hundred yards of the Windsor station, it is alleged that the "distance" signal—that is to say, the signal which is displayed a long way outside the station to warn approaching trains—was at "danger." If this was so, the driver of the express ought to have seen the red light and stopped his train, for the signal is so placed that it would have come into view long before the disabled train was reached. It is evident, however, that if the distance signal was at "danger," the driver of the express did not notice it; the first thing he saw was the tail light of the stationary train, and it was then not safe to move than put on the brakes and await the inevitable crash. The driver was experienced and careful, but it is possible that, relying upon the block system, he did not look out for the signal, being convinced in his mind that as he had been allowed to run through the Prahran station the line must be clear to Windsor. This may have been the case, but we cannot be sure that it was, because of the possibility suggested by the guard of the express, that the distance signal at Windsor gave the line "all clear" to allow the ordinary train to proceed, and was not altered when the breakdown occurred. But this theory supposes another error, because, when the ordinary train came to a standstill, the distance signal ought to have been changed to "danger" to protect the line from any trains that might be approaching. The signal, again, may have depended upon the Windsor officials, whose duty it was not to give the "line clear" signal until the ordinary train had started from that station on its way to the next stopping-place, and being assured that the express had not been allowed to leave Prahran, he may have considered it unnecessary to alter the signal. This is another example of the way in which military rules and precautions may have been neglected because of the reliance placed upon the block system.

A further mistake was made. It is a sound rule of railway management, which cannot be neglected without great peril, that whenever a train is accidentally stopped between stations the guard must walk back for a certain distance to give warning that the line is blocked. The rule was recognised by the guard of the express, for as soon as he got out of the train after the collision, he sent someone back to Prahran "to shut off all traffic from that end." The guard of the ordinary train either disregarded the rule, or he was released from it by the traditions of the service, for it is stated that when a failure of the line occurs it is the custom for the guard to occupy himself in putting the mechanism in order. If this is the recognised practice it is certainly an element of danger, for the stopping of trains by the irregular action of brakes is an every-day occurrence, and the Windsor catastrophe shows that even with the block system it is not safe to neglect the precautions which were observed before that system was brought into use. A doubt may arise in the minds of some people whether a brake such as the Westinghouse, which brings the train to a standstill whenever anything goes wrong, is a desirable thing. Railway experience, however, comes in here and tells us that this action of the continuous brake is a great safeguard. If the train were not stopped when the brake failed, it would be beyond control, and might rush to destruction. If regulations were obeyed and signals vigilantly watched, the stoppage of a train by the failure of the brake would not cause disaster. Separated from other causes frequently take place, and the precautions that avail in one would protect in the other. It is a question not yet decided whether the time occupied in putting the brake to rights compared to the accident. It is stated that some of the railway officials that the Windsor train ought to have been released in two minutes at the outside, but it is clear from the reports that it had been in the cutting much longer than that before the express dashed into it. However, the time consumed would have mattered little if the general rules of the service had been observed by all concerned.

As we have said, the block system is perfectly carried out; but there is a perfection in man, and painful experience has made it clear that if the block system is to be safely worked it must be surrounded by such which are theoretically unnecessary. The deplorable occurrence at Windsor suggests the thought that other accidents may have only been avoided by good luck. But in any case it is obvious that the block system, in itself, is no security against accident. It is certainly a good system, but whenever it is employed those who work the railways ought to be specially warned not to trust to system only, but to strictly observe those ordinary but very necessary precautions which seem to have been disregarded in the Windsor affair. While acknowledging the value of the block system, we cannot help noticing a fact which casts some doubt upon the soundness of the Victorian railway management. The duty of receiving the signals at the Prahran station was committed to a lad not more than 15 years of age, who was required to look 10 trains during the hour and to sell tickets as well. He was beside a mere novice, it is now stated, and had not thoroughly learnt his duties. Even if he

had been well instructed he was not fit for the work. A position of this sort is surely too arduous and too responsible to be filled by a youth who has only just left school. If boys are employed to do work that ought to be given to men, so as to save money, and bring out good results when the accounts are made up at the end of the year, the occurrence of accidents is only a question of time. Economy is a good thing, but economy carried beyond a safe point is worse than recklessness extravagance. This lamentable accident will teach the Victorian Railway authorities many lessons, and as railway traffic in one colony is not very dissimilar from railway traffic in another, we also may profit from the teaching.

NEWS OF THE DAY.

The Legislative Council will meet this afternoon. Sir Alfred Stephen will ask the Representatives of the Government whether a contract has been entered into by, or on behalf of the Government, with any artist in Europe for a statue of her Majesty, proposed to be erected on the column opposite St. James's Church? If so, when entered into, and what is the name of the artist? Of what material is the statue to be, and what was the agreed or supposed cost? Whether any limit was fixed as to completion; and if not, why not? Within what time may the completion be reasonably expected? What will be the probable cost of the carriage of the statue to its destination? Mr. Salmon is to move for the suspension of the Standing Orders to enable to be passed through all its stages, on one sitting, a bill to enable any Judge of the Supreme Court to hear and determine matters in the Ecclesiastical, and Divorce Jurisdiction of the Court. The other business consists of the adoption of the report of the committee on the Bills of Exchange Bill, as well as the further consideration in committee of the Perpetual Trusts Company Bill.

At a meeting of the Executive Council, held yesterday, the temporary appointment of Mr. A. G. Taylor as Examiner of Patents was confirmed. The salary, amounting to £1,000 per annum. Mr. Taylor's duties, in addition to dealing with the applications for patents as such, will be to furnish inventors with such information as may be required to give them an idea of the patent laws, and to receive evidence as to the infringement of existing patents. It is believed that Mr. Taylor gives satisfaction in the capacity in which his services are now utilized, he will be permanently appointed to the position under the new Act. The other business dealt with at the meeting was mostly of a routine character. In virtue of the increased attendance at the Port Macquarie and Binalong Public schools have been constituted superior schools under the Education Act. Mr. Sydney Burdett, M.L.A., has been appointed a member of the Aborigines Protection Society.

The two-and-a-half hours devoted to general business in the Legislative Assembly yesterday were well employed, and by 7 o'clock the hour at which, on Tuesday, Government business is to be transacted, a number of motions had been dealt with. Among these was one moved by Mr. Fletcher on the subject of payment of moneys. The motion proposed that the sum should, on Friday next, be referred to a committee to consider the taking of the necessary steps towards making provision in the Estimates for the payment of members of the Legislative Assembly; but as this, in the event of the proposal being passed, would not put the question fairly before the Legislative Council, inasmuch as if they desired to negative the proposal they would have to reject the Appropriation Bill. Mr. Fletcher expressed a wish to amend his motion, so that his proposition might be sent to the Council in the form of a bill, and made to apply not to the present but to future members of the Assembly. The amendment, however, was objected to, and, therefore, not put, and, after some discussion, the motion was passed on division 43 to 24. Sir Henry Parkes, in speaking upon the motion, explained that when the present Government was formed there were two questions which it was agreed should be regarded as open questions—one of them being the amendment of the law of divorce, and the other the question of payment of members. So far as he was concerned he would now, as he had done on all occasions, oppose the principle of the motion.

Governor's business in the Assembly last night was interfered with for a considerable time by a discussion upon a motion for adjournment, but notwithstanding this satisfactory progress was made. The third reading of the Beer Duty Bill was, after some debate, carried on a division of 44 votes to 14, and, after two more divisions had been taken, was sent on to the Legislative Council. Subsequently the Colonial Treasurer moved the second reading of the Customs Duty Bill, and the motion, after a few remarks from Mr. Garvan, was agreed to, and the House went into committee on the bill pro forma. Mr. Milligan asked the Treasurer to alter the date for the abolition of the ad valorem duties from 30th September to 31st July, but Mr. Burns declined to make any such change. The Essex-street Alignment Bill was read the second time and passed through committee without amendment, and the House then affirmed the expediency of introducing a Patents Law Further Amendment Bill. During the early part of the sitting a bill to enable any Judge of the Supreme Court to hear and determine matters in the Equity, Ecclesiastical, and Divorce Jurisdiction of the Court was introduced, passed through all its stages, and sent to the Legislative Council. The House adjourned at midnight.

Mr. Drury questioned the Colonial Secretary yesterday, in the Assembly, as to whether he could inform the House of what he intended to do in view of the report of the board which inquired into the condition of the Government asylum at Newington and Parramatta. Sir Henry Parkes said he would not for another week be in a position to state fully what he would do, but he could state generally that he would put the asylum under good management.

The amount of compensation which the Government will invite Parliament to sanction to be paid to Captain Armstrong, in settlement of the claims he has preferred against the Government for unjustifiable dismissal from the position of P.M. at Lord Howe Island, is, we understand, £1,000. The Government have communicated their decision on the matter to Captain Armstrong by letter.

The report of the Standing Orders Committee of the Legislative Assembly upon the question of the closure as a provision against obstruction and waste of time, was read in the Assembly yesterday afternoon, and the new standing orders recommended by the committee will be found in another column. Sir Henry Parkes gave notice that he would move that adoption on Thursday (to-morrow).

A majority of the members of the Opposition will be held this evening for the purpose of considering the action to be pursued with regard to the closure resolutions which, in their revised form, were laid on the table of the House last night. It is understood that the first three resolutions will be passed without difficulty, but the fourth is likely to be strongly opposed.

A majority of the members of the Cabinet will be held this evening for the purpose of considering the appointment of a sixth Judge of the Supreme Court, who has been authorized by the Legislature. It is highly probable that the Hon. W. H. Foster, in deference to the unanimous desire of his colleagues that he should retain his position of Attorney-General, will waive his claim to the position, and in that event the appointment will be given to Mr. Gladstone and Mr. Parnell to be conferred on Mr. Matthew Henry Stephen, Q.C.

In deference to a very generally expressed wish in connection with the excursion traffic to the Hawkesbury, the Minister for Works has decided to issue excursion tickets daily, the fare first class, to 5s.; and second class 3s., for passengers travelling direct to Pest's Ferry. In the case of passengers going up the Hawkesbury route and returning by the Windsor, the charge will be 8s. first-class, and 4s. second class. The department appears to recognize that the traffic to the Hawkesbury will be almost solely confined to excursionists, and in view of that, have decided to make this arrangement, which will no doubt be hailed with satisfaction by tourists and others.

There appears to be some reluctance on the part of the Government to give certain information on the subject of the unemployed. Mr. O'Sullivan asked the

Premier in the Assembly yesterday afternoon the total number of the unemployed now engaged on relief works started by the Government, the works on which the men are employed, stating the number on each work, and whether men are still applying to be placed on relief works. Sir Henry Parkes replied that the contractors for the work must employ a certain number of men supplied by the Government, and that little more was thought of than the inconvenience of a few weeks' enforced rest; but during last week the accounts were made up at the end of the year, the occurrence of accidents is only a question of time. Economy is a good thing, but economy carried beyond a safe point is worse than recklessness extravagance. This lamentable accident will teach the Victorian Railway authorities many lessons, and as railway traffic in one colony is not very dissimilar from railway traffic in another, we also may profit from the teaching.

WIRREY REGARDING THE DECISION OF THE GOVERNMENT TO FIND WORK IN THE SYDNEY UNEMPLOYED IN THE EXCAVATION OF TANKS IN THE INTERIOR. Sir Henry Parkes replied that the contractors for the work must employ a certain number of men supplied by the Government, and that little more was thought of than the inconvenience of a few weeks' enforced rest; but during last week the accounts were made up at the end of the year, the occurrence of accidents is only a question of time. Economy is a good thing, but economy carried beyond a safe point is worse than recklessness extravagance. This lamentable accident will teach the Victorian Railway authorities many lessons, and as railway traffic in one colony is not very dissimilar from railway traffic in another, we also may profit from the teaching.

A REMARKABLY fine pair of colossal statues have just been completed by Mr. William Lovelace, sculptor at Irwin'suary, Pyrmont. The two figures, which are especially intended to adorn the portico of a new bank building now being completed at Brisbane, represent the genius of Commerce, standing erect with a treasure chest in one hand, and the wand of Mercury in the other. The figures are draped in long garments which reach to the feet, and the head is surmounted with a plumed plume, from beneath which flowing hair escapes, and falls over their shoulders. The details are worked out with admirable artistic skill, and the effect produced is a most lifelike one. The hand-grip stone, out of which the figures are hewn, lends itself readily to artistic treatment and hence the sculptor has been able to introduce a fitness of detail which would be impossible to softer materials. The figures are each 8 feet 2 inches in height, hewn out of solid blocks of stone, and weigh about a ton and a half each. They are the largest figures ever made by Mr. Lovelace, and it is probable that the kind of stone used in the colony, and it is probable that the work can be done in the colony, that colonial architects will introduce such figures more largely into their designs for new and imposing buildings. The statues will remain on view at Irwin's Quarry during the rest of the week, after which they will be packed up and dispatched to Brisbane.

A NOTABLE improvement has been recently effected in the premises of the Prospect reservoir in the premises situated at 113, Pitt-street, on Monday night entertained about 120 bluejackets at their mess, from their former somewhat dilapidated building into a magnificently handsomely saloon and bathing establishment. The proprietor of the establishment, Mr. H. Campbell, has gone to considerable expense in fitting up the premises in the most luxurious style, and has provided for the comfort of his customers in every possible way. The handsomely saloon is a large apartment on the ground floor, and is fitted with a number of patent American bather's chairs, which can be raised or lowered as required, by a lever worked by the foot of the attendant. Hair-brushing machinery and all that usual accouterments of the boudoir art are also provided. The ladies' hair-dressing rooms are situated on the upper floor of the establishment, and are so arranged that absolute privacy is secured during the process of hair-dressing. The cellar of the building has been entirely reconstructed, and converted into a spacious bathing establishment. The floor is laid with enameled tiles, and there are five separate bathrooms of large size, each of which is beautifully fitted up with porcelain lined baths, and every other requisite for a luxurious bath. Hot and cold water is laid on, and shower baths can also be had. The contractors for the alterations were Messrs. Knowles and Smith, who have executed the work in a very creditable manner.

AN EXHIBITION OF A NOVEL CHARACTER IS ON VIEW AT THE PROSPECT RESERVOIR.

A return with reference to the Prospect reservoir was laid on the table of the Legislative Assembly yesterday evening by Mr. Burns. The return states that the total amount paid yearly to Government on the Prospect reservoir contract was £2621 8s. The duties of these officials were to direct and superintend the constructions in all their parts. The report also gave the names and salaries of these officials, and some further information with regard to the supply of water free to the baths of the Prospect Sanitation Association.

THE FINAL REPORT OF THE WATER CONSERVATION COMMISSION WAS LAYED BEFORE PARLIAMENT.

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THE REPORT OF THE

Public Companies.

R. J. INCHE'S
ESKBANK BREWERY,
WINE AND
SPIRIT COMPANY,
Limited.

(To be Registered under the Companies Act of 1874.)

CAPITAL \$200,000.

Subd. Share \$20,000. On application; 4% on Allotment; and 3% on Calls of Not less than Three Months.

Provisional Directors: JAMES BUTTERFIELD, Esq., J. P. & Co., Bathurst. C. S. GIBSON, Esq., L.R.C.P. & L.R.C.S. D. O'CONNOR, Esq., M.P., D. O'Conor and J. Hurley, Sydney. G. R. MCGOWAN, Esq., Lithgow. H. E. S. BRACKY, Esq., Lithgow.

Bankers: COMMERCIAL BANK.

Solicitors: MORRIS, SHEPHERD and CROSSMAN, 177, Pitt-street, Sydney.

Brokers: D. O'CONNOR and J. HURLEY.

The promoters, in placing this project before the public, feel assured that as at present there are few in the colony that will appreciate the opportunities of the market, and that in one of the most favored spots in New South Wales, a colonial climate, a continual supply of the purest water, and in the midst of a pastoral, surrounding population, there will be but little risk that the introduction of train hale will make it that no metropolitan breweries have to contend against—an important item in a year's trade.

The premises, in which the Brewery is erected, is held under a lease of seventeen years, at annual rental of £175 s. and the promoters hold a pledge from the landlord to convert it into a freehold. The premises are to be held by a managing director, but will be left to the discretion of the annual meeting of shareholders, to determine whether they retain it as a leasehold or make it a freehold.

Appropriate valuation of the property by J. H. TURNBULL, Esq., J.P., M.E., and C.E., which is to be had an increased value from year to year, especially when the operations of the Company are well established.

The reason for the present owner disposing of this property is, that its operations require extending, and it is thought advisable to initiate a wine and spirit trade in connection with it, for it is now the only one in the colony that has no wine and spirit trade. The Company would do business with the wine and spirit trade of the Colony. Persons engaged in the hotel trade would be among the shareholders, and the Company would be in a position to purchase the income of that trade, at the rate of 5 per cent. and add the same to the above rates.

Liberal assistance offered to persons intending to build.

Office open daily, 9 a.m. and every Monday Evening from 7 to 8.

EVERYONE should at once apply for a Prospectus.

J. SPENCER SAYERS, Secretary.

A USTRALIAN MUTUAL INVESTMENT AND BUILDING COMPANY, Limited.

AUTHORIZED CAPITAL \$100,000.

RESERVE FUND \$24,000.

HEAD OFFICE 300, Pitt-street, SYDNEY.

BRANCH OFFICE AUBURN-DOUGLASS, DEPOSITS.

DEPOSITS RECEIVED TO ANY EXTENT

FOLLOWING RATES—

5 per cent. per annum at call.

With right to withdraw the whole or any portion at any time, with interest at the current rate for the period of deposit.

FIXED DEPOSITS

For 12 months receive **INTEREST** at the rate of **SEVEN PER CENT. PER ANNUM**, and **BONUS** at maturity, which last year was 14 per cent., making 84 per cent. in all.

SHARES—NEW ISSUES

Forms of application and conditions of application or by post.

The following comparison will show that, despite the depression which prevailed, the business of the Company for 1886 shows a marked improvement over that of the previous year.

For 1885—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1886—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

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The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1887—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

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Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1888—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

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Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1889—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1890—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1891—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1892—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1893—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 12

Uncoll. Land and stocks ... 15,000 12 7 **LAST** 4,000 4

for purposes of Building ... 54,000 8 5 **LAST** 50,250 7

The net profits for the year, after paying all expenses, amounted to £1,000, and the net loss for the year amounted to £100, leaving a balance of £990 in the account.

For 1894—

Deposits on Deposits ... \$30,000 6 11 **LAST** \$30,000 18

Money received on Deposits ... 320,000 10 7 **LAST** 311 11

Repayments of Loans and Deposits ... 41,000 11 1 **LAST** 46,707 11

Balances on Deposits ... 268,000 10 1 **LAST** 264,200 11

Bankers' Deposits and Drawers ... 81,757 2 8 **LAST** 86,102 1

Houses and Land for Sale.

FOR PRIVATE SALE.

CARRABRAE HOME AND GROUNDS, in the city of Gosford, built, recently, for a family. The property is one acre, not the finest in the city, but in a quiet street. The grounds are well-kept and every furnishing and convenience will be given, and the property is offered at a low price. For particulars, apply to Messrs. RICHARDSON and WRENCH, Surveyor, &c.

Messrs. FINLAY and CO., Goulburn.

DUDWICH HILL, near Goulburn. Elevated, charming, well-preserved residence, surrounded by extensive grounds, including, swimming, bathroom, kitchen, scullery, laundry, verandahs, and all conveniences. RICHARDSON and WRENCH, Pitt-street.

HUNTER'S HILL, BELLEVUE COTTAGE, sub-divided, of stone, and grounds in area 1 acre 3 rods, 20 perches, fronting ALEXANDRA-STREET and DE MILIAN-ROAD, within easy distance of the ferry steamer wharf. For further particulars, apply to RICHARDSON and WRENCH.

(112.)

WILBERFORD—RESIDENCE, with 70 acres of land, in this district, offered for its sale, terms, £1,000. Paid in 10 years; price £1,000. Apply Richardson and Wrench, Pitt-street.

TOOTHILL-STREET, PETERSHAM.

ALLOA and ST. IVERA, two semi-detached comfortable Residences, with 100 feet frontage on the Private Rail-way in one lot, for £1,000. Full particulars, apply to RICHARDSON and CO., Pitt-street.

ROOKWOOD—FOR SALE, Cottages, John Park, and HOUSES and LAND for SALE.—Purchase should be made within 30th instant. 100 ft. Deep, Pitt-street.

ROOKWOOD—FOR SALE, Cottages, John Park, and HOUSES and LAND for SALE.—Purchase should be made within 30th instant. 100 ft. Deep, Pitt-street.

SHREWSBURY—FOR SALE, 100 ft. Deep, Pitt-street.

